

GARDEN-FIBRONS OF THE ASSOCIATED PRESS.

For The Tribune.

The night is gathering o'er the deep;
The north-west wind, with fearful roar,
Comes, God-like, from the glooming shore
The waves that may not rest or sleep.
They crouch, they curl in angry foam—
There sounds a warning through the waste
To every living thing, to haste,
And hide itself within its home.
Brushed now all voice of living things—
But hark! for through the lurid light,
With measured stroke, and steady flight,
Comes swiftly on the rush of wings.
They come upon their tireless quest,
In company, a winged brood,
A single faith doth stir the blood,
And warm the life in every breast.
They meet the shivering north-west gale,
Their even course it cannot stay;
They meet the storm, it cannot sway
A feather, as right on they sail.
They struggle on where lies the land,
The way is wild—the struggle on;
They know their work may not be done,
Until they touch their master's hand.
They know they have a precious freight,
For, folded neth each throbbing heart,
Is borne the tidings of the mart,
Of public health, or news of State.
Or the last words which coldly trace
The lingering torture of the war,
And tell what plots engage the Czar,
What woes our English brethren face;
Or hint, upon what craft intent,
Still waters cunning Austria's court;
What neighbor-jealousies have wrought
Fresh life throughout the continent.
And oh! if Peace, if Peace be near!
And oh! if when the strife is through,
May Europe's slaves their hope renew,
Or breathe one breath of freer air.
This record which the morn shall bring
To the great city, when it wakes,
Thus safe and swift its journey takes
With that strange brood, which, strong of wing,
And firm in faith, devotedly,
Stretch ever toward their master's hand,
Above the spaces of the land,
And o'er the heaving of the sea.

NOTES OF WESTERN TRAVEL.

RAILROAD EXPERIENCES.

Correspondence of The N. Y. Tribune.

Chicago, Saturday, Feb. 24, 1885.

There is another block-up of the wheels of locomotion. Travel westward and southward from this point has been almost wholly suspended since Thursday night. I believe the Rock Island Road is now open, and there is a prospect that the Chicago and Galena Road will be clear by to-night; but nothing has yet been heard from the trains on the Chicago and Mississippi Road, and I fear there has been a repetition of the scenes of cold and famine which occurred a month ago. Nothing like the present winter has been known since 1833, which I remember, as a boy, from having seen the windows of the lower story of my father's house (in Southern Pennsylvania) entirely darkened by the snow drifts.

The severity of the season, however, seems to have been confined to the region north of the Ohio River. The course of my Western travels, for the last two months, has been in a zigzag line between that river and the Lakes, and I have several times, since Jan. 20, run into and out of the belt of extreme cold. For instance, I left Cleveland, on the morning of the 6th inst., with the thermometer at 50 below zero, with a gradual increase of temperature as I went southward, until I reached Cincinnati, the same evening, in the midst of a thaw, and learned that the temperature had not been below 30°. So, last week I started from this place for New Albany, Ind., leaving here with a temperature not much above zero. Between Michigan City and Lafayette the snow diminished in quantity, although the great Kankakee Swamp was still hard frozen. At Indianapolis the soil began to show through the ragged covering; twenty miles further there was only a slight peeping of snow in fence-corners and the hollows of the woods; while all along the Ohio the earth was entirely bare, and apparently but little frost in the ground. Wednesday, in Louisville, was one of the balmiest and sweetest of winter-days. The sky was cloudless, the air moderately warm, with a few drops of sleet, bracing, tonic principle infused into it, and the life along the levees was cheerier than I have seen it since New-Year's day at Pittsburgh.

I left Jeffersonville (opposite Louisville) at sunrise on Thursday. The sky was still cloudless, and the sun came up, like the sun of Australia, large and red, throwing light belts of vapor. The Ohio River was filled with floating ice from shore to shore, and the ferry-boat which first periled and then saved the lives of 500 individuals was at anchor in the midst of it. Still, the huge cakes which had floated down from 500 miles of the Alleghenies, began to show a sudden and "mushy" upper surface, proving that they had been touched by the sun. Below the Falls they were broken into finer fragments, and more mushy and slushy than ever, so that the ferry between New Albany and Portland made its regular trips, and enabled the people of Louisville to get to the Northern railroads by making a circuit of some eight miles.

Well, as I was saying, the sun was red and the morning was clear. This state of things lasted until we came upon patches of snow, near Indianapolis. Simultaneously with these, appeared patches of clouds. As the snow increased, so did the clouds, and so did not the temperature, which went the other way. At Lafayette the earth was hidden by snow and the sky was covered with clouds, and as we whizzed past the famous battle-ground of Tippecanoe ("and Tyler, too,") the flakes began to come down, singly and in "clusters," with an air which showed, like the first arrivals at a party, that we might expect a large company.

I have seen many desolate landscapes, but few more desolate than the Kankakee Swamp in a snow-storm. Those interminable miles of alternate snow and pools of frozen water, streaked with belts of forlorn-looking trees, stretching away into gray and dreary distances, might have been the plains beyond Lake Levee and the Copper Mine River, for any sign of warmth and life which they displayed. Once, only, was there a token of civilization, and this was rather of that pioneer life which heralds it. Two hunters, with furred coats and caps, and "see" which the snow and wind buffeted into the hue of a raw beefsteak, were dragging a large buck by the hind legs across the snowy plain. We shot past them like a flash, and into other stretches of deserted swamp. The noise of our iron wheels became more and more muffled as we approached Michigan City—but, as the road is nearly a dead level, there was no danger of our being brought to a stand. It was nearly midnight when we reached Chicago; the streets were deserted, the snow whirled round the corners and drifted along the sidewalks, and the air was piercingly cold. The change from the outside storm to the warm and lighted saloons of the Tremont Hotel, and the bustle of a military ball, was no less striking than agreeable.

I was due at Belvidere yesterday, but the train which left on Thursday "struck" at Oak Ridge, eight miles from here, and most of the passengers returned, some on foot and some in sleighs. Notice was given at the station that no trains would leave until this morning, so I secured a warm room, bought up all the old TRIBUNE I could find, and—I confess it with shame and sorrow—lighted a cigar. But I drew peace and comfort therefrom; and which is worse—to storm, and fret, and wear, (as many do in these parts), or to sit down quietly and puff your vexations into smoke? So yesterday passed, and this morning arrived, and so trains appeared. I had engaged to be at Rockford this evening, and was informed that the road would be clear by noon. Noon came, and the hour of starting was postponed until one o'clock; at one, it was advanced to two; at two to three, and about this time several individuals arrived in a state of suffering that appeared incredible to us who were well-

ing around a fiery furnace. Their faces—at least the small portion that was visible—were variegated with red, blue and purple; their heads were drawn into their shoulders, their hands shrank up the sleeves of their overcoats, and their knees clanked one another. They had left the eastward-bound train at the junction, thirty miles off, and taken sleighs. The mercury was down to zero, with the terrible wind-whirl of the prairie in full blast. They reported that there was still a block up at Oak Ridge, and advised us to sit down quietly until to-morrow.

Not more than three or four inches of snow fell on Thursday night, and you may be surprised that it has proved such a serious impediment to travel. But you must remember that the old snow-banks of January are still standing; that only a narrow lane for the trains has been cut through the deep drifts—and that the wind not only filled up these lanes to the level of the old drift in two or three hours, but continued to fill them up faster than they could be shoveled out. Besides, the cold is so intense that the pumps of a locomotive freeze in ten or fifteen minutes, unless they are kept in motion; and when a train once sticks, it is soon snowed under. There are no really serviceable snow-plows, so far as I can learn, on any of the Western roads. The present winter has found the Companies wholly unprepared, and the hindrance to travel is therefore more serious than it is likely ever to be in future.

I must confess, however, that the Western roads, with very few exceptions, are not so well managed as they might be. There is not that conscientious desire to run according to time, and make all promised connections, which the traveling public has a right to expect. Changes of the time-tables are not properly made known; and if a man wishes to be perfectly sure of the trains that run, and their time of starting, he must not depend exclusively on the advertisements he sees in newspapers, or the bills suspended in hotels, but should go personally to the station, and ascertain for himself. Several disappointments of this kind have shaken my faith in railroad announcements, and I now make it a point always to take the first train that starts for the place of my destination, even though there should be a later train which promises to get me there in time.

With regard to the comforts of this sort of travel, I am nearly ready to agree with the author of the caustic article in *Harper's* for this month, on the same subject. I have, however, found one car which was properly ventilated; and that was a new-invented car, on the Southern Michigan road. It was heated by a furnace under the floor, and ventilated by flues on both sides. In this car the air was pure during the whole night, and the heat equally distributed. So far, so good—but the seats were small, narrow, low-backed, and distressing for a man of six feet. This is a general fault in all railroad-cars. I wish all railroad directors were seven feet high, and were obliged to ride down on a seat, whenever they traveled. We should then have an improvement. On the Ohio and Mississippi road, the cars are really worthy of a Christian charity, and of a growing people.

Eight P. M.—The trains on the Galena road are at last in, and there will be a departure to-morrow morning, in order to relieve the numbers of persons of narrow means and valuable time, who have been waiting at the station for two days past. I shall send you further of my experiences in a few days. The night is savagely cold.

BANK REPORT FROM THE SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT, Feb. 27, 1885.

SIR: I have the honor to submit a report on the condition of the banks throughout the Union, in compliance with the following resolution of the House of Representatives, adopted July 10, 1884: "Resolved, That the Secretary of the Treasury be directed to lay before the House at the next and each successive session of Congress, copies of such statements or returns showing the condition of the several State banks, and of the different State banks and Savings Companies, as may have been communicated to the Legislature, Governor, or any other officers of the several States within the year, and made public; and where such information cannot be obtained, such authentic information as will best supply the deficiency." In conformity with this resolution, reports on the condition of the banks were made in 1883, and in each subsequent year up to 1884. A change of Administration then took place, and the resolution was treated as a dead letter till Mr. Polk became President. The making of the reports was then regularly resumed. Since then the reports have been regularly made, except during part of the time of Mr. Fillmore's Administration.

Taken in their series, these reports supply facts which are indispensable to a correct understanding of the state of the country, and of the many pecuniary embarrassments of the people. These reports differ in one important respect from all the other annual reports made by the Department, or by any other Department of the General Government, in that the materials for them are not supplied by officers of the General Government, and at times according to forms prescribed by the heads of the Departments. For statements of the condition of the banks, the Treasury Department is entirely dependent on the courtesy of the officers of the State Governments, and of the officers of the Banks.

To letters from this Department, soliciting such information as will enable it to comply with the resolution of Congress, the officers of the State Governments, and of the Banks, have, in almost every instance, responded promptly and cheerfully. If the returns were made more early, this Department would make every effort to have them arranged and published at the earliest day possible, which would greatly increase their value in the eyes of the merchant and the banker, and the politician, and the student of the state of the country, and of the many pecuniary embarrassments of the people.

These reports would be greatly increased in value if the banks would all make their reports at one and the same time—say the close of their business on the 1st of January. At present the banks in the different States make their returns in different months, from April to December; and in some cases, as, for example, in Philadelphia, though they make their returns in one week, they do not make them until the middle of the year. When the returns are made, the same parcels of specie may figure successively in the accounts of different banks.

In Great Britain, of so much importance is knowledge of the fluctuations of paper currency regarded, that weekly accounts are published of the condition of the Bank of England, and quarterly statements of the circulation of all the banks of issue in the United Kingdom.

In the United States, owing to the issue of bank notes of small denominations, owing to the rapid development of our natural resources, and owing to other causes, the fluctuations of paper money have become much more violent, and much more frequent than in Great Britain; yet we have no means of ascertaining exactly the range of these fluctuations, because we have no means of ascertaining the amount of circulation of all the banks on any one day in the year.

of twenty-four per cent.; in Georgia, of about thirty per cent.; and in Michigan, of about sixty per cent. In addition to this, it should be taken into consideration that, during part of the year, the notes of many of the banks in some of the States fell into such discredit as to serve but imperfectly as a medium of business.

I remain, very respectfully, your obedient servant,

JAMES GUTHRIE, Secretary of the Treasury.
Hon. LEWIS DODD, Speaker of the House of Representatives.

A GENERAL STATEMENT OF THE CONDITION OF BANKS, according to Returns made to the Treasury Department, dated nearest to January 1, 1885.

State.	No. of Banks.	Capital.	Reserves.	Assets.	Liabilities.
Alabama	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Arkansas	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
California	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Colorado	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Connecticut	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Delaware	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Florida	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Georgia	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Idaho	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Illinois	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Indiana	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Iowa	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Kansas	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Kentucky	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Louisiana	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Maine	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Maryland	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Massachusetts	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Michigan	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Minnesota	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Mississippi	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Missouri	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Montana	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Nebraska	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Nevada	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
New Hampshire	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
New Jersey	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
New Mexico	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
New York	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
North Carolina	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
North Dakota	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Ohio	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Oklahoma	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Oregon	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Pennsylvania	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Rhode Island	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
South Carolina	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
South Dakota	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Tennessee	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Texas	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Vermont	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Virginia	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Washington	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
West Virginia	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Wisconsin	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Wyoming	10	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

John J. Gilchrist, of New Hampshire, Joseph H. Lumpkin,

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